



Terms of Reference

for a rulemaking task

Reduction of runway excursions

RMT.0570 — ISSUE 2 — 19.4.2016

Applicability		Process map	
Affected regulations and decisions:	Regulation (EU) 2015/640 (Part-26) ED Decision 2015/013/R (CS-26) ED Decision No. 2003/2/RM (CS-25)	Terms of Reference (Issue1)	9.10.2012
Affected stakeholders:	Large aeroplanes TC holders and applicants for (S)TC	Concept Paper:	No
Driver/origin:	Safety	Rulemaking group:	No
Reference:	NPA 2013-09 CRD 2013-09 EAPPRE, Ed 1 January 2013	RIA type:	Full
		Technical consultation during NPA drafting:	Yes
		Publication date of the new NPA:	2017/Q1
		Duration of NPA consultation:	3 months
		Review group:	No
		Focussed consultation:	TBD
		Publication date of the Decision (CS-25):	2017/Q4
		Publication date of the Opinion (Part-26):	2017/Q4
		Publication date of the Decision (CS-26):	2018/Q4



1. Issue and reasoning for regulatory change

According to the definition provided by ICAO, a runway excursion is a veer-off or overrun from the runway surface. Runway excursion events can happen on takeoff or landing and are recognised as a major contributor to accidents worldwide.

On 10 May 2013, the Agency issued NPA 2013-09 on reduction of runway excursions.

The specific objective of this proposal was to increase the level of safety by reducing the number of runway excursions. To achieve this objective, it was proposed to mandate existing technologies on large aeroplanes (new designs and newly produced) to be operated in commercial air transport.

Due to the nature of the comments received on NPA 2013-09 (refer to CRD 2013-09), and further to a focused consultation organised in October 2014, the Agency has decided to publish a new NPA on the subject. The proposal in the new NPA would put more emphasis on the safety objectives against the risk of runway excursions, while providing for more flexibility in terms of design solutions. The means to achieve these objectives would be provided in a technical standard developed jointly by industry and national aviation authorities with the support of an international standardisation body (for instance, EUROCAE).

In its terms of reference (ToR), EUROCAE established working group 101 (WG-101) which was tasked to propose a set of minimum operational performance standards (MOPS) to support the new requirements for runway overrun awareness and alerting systems (ROAAS).

The initial ToR, dated 9 October 2012, is hereby revised in order to reflect the conclusions of CRD 2013-09 and update the process map for rulemaking task RMT.0570.

2. Objectives

The objective of this task remains to increase the level of safety by reducing the number of runway excursions through mandating ROAAS on-board certain large aeroplane categories to be determined.

3. Activities

- Review the comments received during the consultation of NPA 2013-09.
- Review the conclusions of focused consultation organised on 2 October 2014.
- Consider the activities of EUROCAE WG-101.
- Revise the regulatory impact assessment (RIA) of NPA 2013-09, considering the last data available.

4. Deliverables

- A notice of proposed amendment (NPA) on the issue of runway excursions, proposing an amendment to CS-25 and possibly to Part/CS-26,
- A comment-response document (CRD) providing responses to the comments received on the NPA;
- An Executive Director (ED) decision amending CS-25;
- Possibly an EASA opinion amending Part-26 and a related ED decision amending CS-26.



The proposal should emphasise the safety objectives against the risk of runway excursions, while providing for more flexibility in terms of design solutions.

5. Interface issues

EUROCAE has established WG-101/Runway Overrun Awareness and Alerting System (ROASS). This working group aims at developing a set of MOPS that will be used to support the certification and wide adoption of ROAAS.

Rulemaking task RMT.0570 needs to be conducted in close cooperation with the development of WG-101. The Agency will make use of technical consultation with EUROCAE during the NPA drafting.

6. Focused consultation

A focused consultation was organised in October 2014 on the subject and has been beneficial both for the Agency and industry. The Agency will launch a focused consultation anew during the development of this rulemaking task, if deemed necessary.

7. Profile and contribution of the rulemaking group

No rulemaking group is foreseen at this stage.

The Agency considers the EUROCAE WG-101 as an adequate forum for industry to discuss and define MOPS that could be widely adopted among the community.



8. Annex I: Reference documents

8.1. Affected regulations

Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012 (OJ L 106, 24.4.2015, p. 18)

8.2. Affected decisions

ED Decision 2015/013/R of 8 May 2015 adopting Certification Specifications for additional airworthiness specifications for operations 'CS-26 — Issue 1'

Decision No. 2003/2/RM of the Executive Director of the Agency of 17 October 2003 on certification specifications, including airworthiness codes and acceptable means of compliance, for large aeroplanes ('CS-25')

8.3. Reference documents

NPA 2013-09: Reduction of runway excursions, 10 May 2013

CRD 2013-09: Reduction of runway excursions, 16 April 2015

European Action Plan for the Prevention of Runway Excursions (EAPPRE), Ed 1 January 2013

